

Lynton & Barnstaple Railway



Construction

The planning applications will be accompanied by a Construction Statement which gives an overview of the approach to construction, phasing and details the likely construction activities location by location.

The rate of construction will be partly driven by available funding. We anticipate that in total Phase IIA will take three years to complete.

Year One

The re-excavation of existing cutting and reforming of embankments will start immediately. Repairs to bridges will also start and a Materials Recycling Centre will be set up in Beacon Down Quarry.

The excavation of the site of the engine shed at Blackmoor Gate will also start. The engine shed itself will not be built until later but the site will be used as the main compound for construction activities at Blackmoor Gate.

The other main activities in the first year will be to build half of the Blackmoor Gate tunnels (the rail tunnel and pedestrian underpass). This will be achieved by diverting the A399 towards the Old Station House Inn, but maintaining the full functionality of the junction. Work will also start on replacing Parracombe Bank.

Year Two

To complete the replacement of Parracombe Bank will take the whole of year two. The second half of the tunnels at Blackmoor Gate will be completed as will the other two new bridges (Killington Lane and Lower Rowley).

Bridge repairs will continue and the reinstatement of the track will begin.

Towards the end of the year work on the engine shed, sidings and the transformation of the Old Station House Inn to the new station and visitor centre will begin.

Year Three

In the first half of year three all works at Blackmoor Gate will be completed. The two Halts at Parracombe and Wistlandpound will be built and the two houses at Parracombe. Final bridge repairs will be undertaken and all track reinstatement finished.

At the end of all works the Materials Recycling Centre will be decommissioned.

The extended Railway will then be ready for use. Once this happens the last act will be to remove the temporary Killington Lane Halt – structures and track – late in the year or early in the following year.

Work on construction includes full assessment of noise impacts and also consideration of highway, ecology and hydrology impacts. Pollution control, waste recycling and security issues are also addressed.